

IN THE SPECIFICATION

Kindly amend the paragraph starting at page 1, line 22, as follows:

--The second category includes systems which rely on real beam mapping, such as millimeter wave (MMW) or laser radars. Both MMW and laser sensors generally use mechanical scanning, which contributes to high cost, high weight and low reliability. Short wavelength (MMW or laser) requires expensive components. Furthermore, short wavelength radiation does not penetrate rain, fog, smoke and dust well and laser has a difficulty looking into, or close to the direction of the sun.--

Kindly amend the paragraph starting at page 3, line 27, as follows:

--The second category includes systems which rely on real beam mapping, such as millimeter wave (MMW) or laser radars. Both MMW and laser sensors generally use mechanical scanning, which contributes to high cost, high weight and low reliability. Short wavelength (MMW or laser) requires expensive components. Furthermore, short wavelength radiation does not penetrate rain, fog, smoke and dust well and laser has a difficulty looking into, or close to the direction of the sun.--

Kindly amend the paragraph starting page 14, line 29 to page 15, line 4, as follows:

-- An antenna assembly (array) 816, comprises four radiators 818-821, arranged in a horizontal row (with respect to the plane, when in straight and level flight). Phase shifters 822-825, between comparator 814 and the individual radiators, serve to steer the beams and a null in azimuth. The scheme, known in the art as monopulse, provides azimuth angle measurement relative to the antenna axis. Received sum (Σ) signal arrives via port [[812]] 813 through circulator 812 to a receiving channel 826. Receiving channel 826 includes a low noise amplifier 828 (LNA), a first down converter 830, an IF amplifier 832 (IFA), and a second down converter 834 (also called a synchronous detector, or second detector). Received azimuth difference signal (ΔA_Z) is fed to a second, identical receiving channel 826', whose elements have the same reference numbers as those in channel 826, primed.--

Kindly amend the paragraph starting page 34, line 21 as follows:

--Fig. 16 shows an example of a skyline contour type display 1600 (see further description of the display below), if ambiguity is not resolved. This "display" shows two contours an upper contour 1602 and a lower contour 1604. From this display it is not known

which of the contours (upper or lower) is the true contour. As an example of this ambiguity, consider a situation in which the FP is pointing below the skyline. In this situation, the true contour on the display is the upper one, and the lower contour is the image, contrary to a simplistic conclusion that might be made by the crew based on the display. Also shown on the display are line of flight symbol 1605, a safety circle 1606 and the flight plane [[1808]] 1608. Of course, not all of these symbols and lines need actually be shown on the display, while other symbols may be added.--